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564-566 and 568 Fifth Avenue, 465th and 47th STS.

Complete Disposal of Summer Styles—

Must be effected at any cost—hence
these extremely low prices—

Silk Suits—\$28, \$35, \$65

Formerly \$95 to \$200. Of taffeta, faille, shantung and silk Jersey.

Summer Dresses—\$18, \$22, \$28

Formerly \$35 to \$65. For Morning, Afternoon and Dance Wear.

Mid-Season Gowns—\$38 and \$45

Formerly \$75 to \$125. Delightful Afternoon styles, of chiffon, Georgette crepe and silk.

Afternoon & Evening Wraps—\$45, \$75

Formerly \$95 to \$150. Of rich silks and satins.

Street & Motor Coats—Formerly \$45 to \$75—at \$18, \$35

Town & Country Hats—Formerly \$18 to \$35—\$5 and \$10

smash at the outset or submit to union domination of their lines in the future. It is a final fight. And the city government is aroused because it must maintain the peace whether its millions of people walk or ride.

Strike Notice Promised.

The only one result of the Mayor's conference with William B. Fitzgerald, general organizer; W. D. Mahon, national president of the street car men's union; Edward A. Maher, vice-president of the Third Avenue system, and his son, Edwin A. Maher, Jr., general manager, was a promise, the Mayor said, that the union officials would give him twenty-four hours' notice before any other line was called out on strike. Mr. Mahon amended the Mayor's version to the extent of saying that the promise was not definite. It simply was a promise that the Mayor would get as much notice as the union could give.

"The city has a right to take a direct and active interest in this particular matter," said Mayor Mitchell in opening the conference. "Because it affects the public services of the city and in which all the people have an interest. The railways of the city concern the comfort and convenience and the daily lives of all the people of the city and the whole life of the town, and the city government has a right to take an interest in anything that affects that. I do not know of any question which can be at issue between the company and the men which is not susceptible of settlement one way or another."

The Mayor soon learned his mistake. Mr. Mahon informed him that the employees of the Third Avenue road asked for the right to organize a union, the right to have the company deal with that union and an increase in wages amounting to about five cents an hour. Mr. Maher, Jr., spokesman for the road, replied that the company had received no demands from the Third Avenue men in Manhattan; that it had increased its employees' wages twice in six months, and felt it was paying them all it could afford.

"We are opposed to the organiza-

tion of a union," said Mr. Maher, "and we will continue to oppose it in Manhattan and The Bronx. There is a union in Westchester, an inheritance from the receivers, and an agreement whereby differences between the men and the company may be settled by arbitration."

Company Won't Settle.

"No," replied Mr. Maher, emphatically, "because there is no question to arbitrate, except in regard to Westchester. There is nothing affecting Manhattan and The Bronx that we are willing to arbitrate."

"How do the men feel about arbitration?" the Mayor asked Mr. Mahon. "The company," said Mr. Maher, "will not arbitrate the question as to whether or not the men have a right to organize. As to wages, if our men, not as representatives of any union or members of a union, come to us as individuals, we shall be glad, as we always have been in the past, to do the best we can for them. But we will not deal with them as representatives of a union."

"Suppose," suggested the Mayor, "that it were possible to treat with them collectively and not as a union?" "I cannot conceive of that possibility," replied Mr. Maher. The Mayor then suggested that it might be possible to submit the wage question to disinterested third parties, but in the light of the company's determination not to treat with an organization of its employees, Mr. Mahon raised the point as to who the company would treat with on such an arbitration.

Mr. Mahon maintained that if the company, as it desired, could stop the organization while it considered whether or not it would consent to arbitration of the difficulties, the com-

pany would win a "star play." But, said Mahon, "We are not foolish."

Unions Are Real Issue.

"Nor are we," retorted Mr. Maher. "So the real issue," concluded the Mayor, "is on the right of the men to organize." Both sides nodded emphatically.

Mr. Maher questioned the representation of Mr. Fitzgerald and Mr. Mahon, but the Mayor remarked that, inasmuch as they had tied up the Third Avenue road, they must represent a large part of the employees. Mr. Maher said the only way out that he could see was for the company to be permitted to treat with its men as individuals.

"It is quite evident," said the Mayor, "that, unless the company and the men are willing to arbitrate the fundamental question whether the men shall organize or not, we can't bring this conference to any further conclusion. But I wish to say this, that if this question progresses and there seems any chance for a settlement of the city government is willing to step in. If the matter is fought out, however, as a strike, the city government, in the exercise of its proper functions, will maintain order. I understand that the Police Commissioner already has taken up with both sides the question of eliminating undesirable elements."

A private conference with each side in the Mayor's private office resulted in the promise from the strike leaders that nothing from the railroad company. Mr. Fitzgerald and Mr. Mahon promised to furnish the Mayor with statistics this morning showing that New York's carmen are paid lower wages and take longer hours in the East and lower than several second class cities in New York State. The two labor leaders hurried away to employees' meetings. Mr. Fitzgerald was busy organizing in Brooklyn last night.

Mr. Maher and son were even more emphatic in their declaration yesterday that they would not treat with the union. Mr. Maher, Jr., is confident that the strike on the Third Avenue system is being broken gradually but steadily. Here are the facts: On Monday about one-sixth of the cars usually operated in both Manhattan and The Bronx were running. Yesterday it was about one-fifth. There were 104 out of 252 cars running in The Bronx and 49 out of 505 operating in Manhattan.

Says Old Men Are Back.

"We are giving service on all our lines," said Mr. Maher. "Not much, to be sure, in Manhattan, but our old men are coming back slowly and taking out their lines. We can run all the cars we want in The Bronx, but we are not doing it just now. Give us time and we will restore the service as soon as possible. We are existing, but we are not doing it just now. You can be positive, though, that every man who is operating a car now is an experienced, competent man."

If the labor leaders are to be believed, then a large number of the green car men are straining at the leash, so to speak. There is a radical element that wants to strike on general principles. Then there is the conservative crowd, the nucleus upon which Frank Hedley, general manager, is relying to break the strike when it hits his road. The men who want to hold them off if they can with personal safety. It is a fact that the organization struck a considerable snag in the New York Railways men, like Hedley, like their jobs and want to hold them off if they can with personal safety. It is a fact that the organization struck a considerable snag in the New York Railways men, like Hedley, like their jobs and want to hold them off if they can with personal safety.

Neither the union leaders nor the companies place much hope of settlement. The union leaders believe that the commission could go much further than the present plan contemplates. They are relying upon the loyalty of the union members to the company to cooperate with us in maintaining the service we are obliged to give to the people of New York. The company, on their part that they rely on us to do everything in our power to see to it that their interests and safety are safeguarded to the full extent of the law. We have been assured by the city authorities that they will render whatever aid is necessary to that end."

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Trying to End Tangle.

The Public Service Commission took two days to arrive at a plan of procedure, and then Chairman Oscar Straus discovered Sections 45 and 16 of the public service law, which give the commission power to investigate the facts with reference to the situation as it now exists on the lines of certain companies within the jurisdiction of the commission.

"The commission," Mr. Straus announced, "had no power to make orders following such an inquiry, but it has the right and duty to express to the public, whose interests are at stake, its impartial conclusion with respect to the facts as developed at the examination of witnesses who appear voluntarily or who may be subpoenaed to attend and testify. The hearing will be an investigation as to the manner of operation and the adequacy and safety of service."

The police found little to do yesterday in the way of preventing collisions in the areas affected by the Third Avenue strike, but in the light of developments Commissioner Woods and Chief Inspector Schmittberger are preparing for anything that may happen. The police officials do not like the looks of things. Captain Lorillard Spencer, however, the Governor's military secretary, explained that 10,000 troops would be available, the entire 2d Division, commanded by General Dan Appleton.

The units in this command are the 47th of Brooklyn; 1st of Binghamton, 19th of Albany, and the 66th of Buffalo, all of which are being kept in three corps of coast artillery. The 1st and 10th will be ordered to their armories within the next ten days.

CAR MEN'S PAY HERE AND IN OTHER CITIES

Carmen's maximum wages an hour in New York and other cities:
New York 29½ cents
Chicago 36 cents
Boston 34 cents
Philadelphia 31 cents
Detroit 34 cents
Cleveland 34 cents
Albany 34 cents
Troy 34 cents
In Boston the rate becomes 34½ cents in 1917 and 35 in 1918. In Cleveland the rate becomes 35 in 1917.

In New York the men start at 25 cents for conductors and 26 for motormen, reaching the maximum in five years.

In Philadelphia all receive 31 cents. In Cleveland the rate is 32 cents the first year.

Our passengers and employees. We have today arranged to establish dormitories and enlarge our restaurant service so that employees of the company, who are not themselves in this privilege, should consider it an additional safeguard, can sleep in the dormitories and have their meals served to them free of expense on this railroad's property.

"We are ready, and have always been ready, to meet with our own men to discuss mutual interests. The Amalgamated Association of Street and Electric Railway Employees is an organization with interests in various parts of the United States. Its interests are not primarily the interests of the people of New York, but the interests of the men within its borders or of the men they employ."

"To accept the regime of this organization in this city would immediately make operation of the street railways of New York subject to the orders of the officers of an alien organization with alien interests and working for alien purposes. It would be impossible, therefore, for us to recognize or to deal with the particular organization now seeking to impose itself upon the city of New York without substituting ourselves in the performance of our supreme duty to the people of New York."

"We wish to make it clear, therefore, that we will have no dealings whatever with this alien organization, though our willingness to meet with our men stands, and will stand. We are relying upon the loyalty of the union members to the company to cooperate with us in maintaining the service we are obliged to give to the people of New York. The company, on their part that they rely on us to do everything in our power to see to it that their interests and safety are safeguarded to the full extent of the law. We have been assured by the city authorities that they will render whatever aid is necessary to that end."

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Appeal to Employers.

To meet this situation Fitzgerald yesterday issued this appeal to the employees of the green cars:

"To the Street Railway employees of the New York Railways Company, known as the Green Lines: I take this means of calling your attention to the fact that on last night a number of meetings were held and a large number of your fellow employees were enrolled and obligated to strike. The conditions of your employment and wages were also discussed, and it was decided that we would proceed, so far as demands are concerned, along the same lines that we proceeded with the Third Avenue Company, that is, we will ask: First, for the right to organize; second, wage demands covering the different lines of our association."

In Brooklyn it is asserted that no such conservative element is in the way of more rapid and complete organization and that the men have been waiting for a long time past, mainly because of the spy system which they assert the company has persisted in using against them.

Though it was daybreak before Fitzgerald and his aids went to bed, the tall leader was up and receiving committees and reports at 10 o'clock. He quit the hotel early to make a visit to the headquarters of the Third Avenue strikers and then, with Mr. Mahon and others, went to City Hall to confer with Mayor Mitchell and representatives of the Third Avenue system. Return to the Hotel for a brief rest, he told those awaiting him that the meeting had "got us nowhere."

Brooklyn Men Impatient.

"The Mayor is all right, but he could not do anything with the other side," he said. "We are willing, as always, to arbitrate the entire case, but we won't concede that the right to organize is a matter for joint debate. The right to organize is inherent and inalienable, and that is all there is to it. Leaving the hotel for a brief rest, he said there would be no trouble during the night—at least that he would be surprised if there were any."

Just then he was served with the subpoena of the Public Service Commission to appear at today's inquiry. "This may result in something," said he; "it may not. That is the way the Yonkers settlement was brought about in 1913."

Asked if there were any truth in the report that he and Mr. Mahon had promised Mayor Mitchell twenty-four hours' notice before any strike is called, Fitzgerald made a denial. He was backed up by Mr. Mahon.

Strike Warning Limited.

"We told the Mayor that we would give him all the notice we could," said Mahon. "That is the extent of that promise. We may not have twenty-four hours' notice ourselves, and we cannot promise more than we are sure of."

"I also promised to give Mr. Mitchell a statement showing the wages paid in this and other cities. I am at work on that now and will present it to him tomorrow. This will show that in New York, the most expensive city in the country to live in, the wages are lower than in any of the large cities, and even in small cities like Albany."

The statement as prepared by Mr. Mahon shows that in New York City motormen on trolley cars start at 26 cents and increase to 37 cents the year, on the fifth and succeeding years. Conductors start at 25 cents and in five years reach 34½ cents.

This maximum rate of 29½ cents compares with a maximum of 36 cents in Pittsburgh and Chicago, 34 cents in Boston, Detroit, Albany, Troy and Cleveland, and 31 cents in Philadelphia. In Boston the men's contract calls for 34½ cents next year and 35½ cents in 1918. In Cleveland the rate becomes 35 cents next year.

In addition the men in other cities have a shorter work day—that is to say, they complete their day's work within a shorter period than is the case here. For example, 75 per cent of the runs in Boston must be such that a man is clear after eleven hours, while in New York the maximum limit in which he can earn a day's pay. Here, it is asserted, some of the men have their work spread over an eight-hour period.

Trouble Is Expected.

"In that event," said one of the organizers, "you would probably see trouble."

For the present the work of organizing is confined, in the main, to the New York Railways system, on which the basis of a strong organization was laid at a series of meetings which lasted until daybreak yesterday morning, and on the Brooklyn Rapid Transit system, where William B. Fitzgerald and several of his aids spent last night. From the labor standpoint the chances of trouble in Brooklyn are greater than on the green cars, for while the men on the latter system have received a wage increase and better working conditions will be presented. It is not expected that these demands will be granted and it is the belief that in the natural course of events a general strike would follow.

But the labor men say that it is quite possible the companies may present a strike in the meantime. This they declare may be done by wholesale discharge of men known to be in sympathy with the movement or by the discharge of a few of the leaders with a view of intimidating the others.

BID MEN WAIT AND ORGANIZE

Union Leaders Seek to Put
Blame of Strike Spread
on Companies.

WAGE SCALE HERE
SHOWN AS LOWEST

Labor Aids Say Spy System in
Brooklyn Has Driven Crews
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The plans of the labor leaders in charge of the car strike here call for the continuance of the work of organization without any further walkouts, if possible, until each system is fully organized, and for throwing the burden of any spread of the strike upon the managers of the several systems.

This work of organizing they hope to complete in the next twenty-four hours. When that is finished, or at least to the extent that 75 per cent of the men on each system are in line, the demands for union recognition, five cents an hour increase in wages and the betterment of working conditions will be presented. It is not expected that these demands will be granted and it is the belief that in the natural course of events a general strike would follow.

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RIVERSIDE'S ROCKS HAVE POWDER COAT

Continued from page 1

least one hundred pounds of powder in each case.

When the policemen, with lanterns, got down among the rocks on the river shore they found, even though it was then nearing high tide again, that every tin can and beach where deep water did not extend clear up to shore was littered with loose powder. It ground and crackled under their feet as they walked, and thereafter their progress would be a thing of two to the best still-hunter that ever stalked a caribou.

A strip of shore was allotted to each man. His duty was to collect all suspicious stuff and hand it over to a single heap and stand guard over it until he was relieved.

They also patrolled the railroad tracks in the hope of finding samples of the substance that had been placed on them. Considerable powder, some of it heaped into piles by its small discoverers, was found along the tracks, but nothing else that looked dangerous.

WESTCHESTER MAYORS' TERMS ARE SPURNED

Strikers Say Plan Must Include
Third Avenue System.

Independent or divisional settlement of the car strike now in progress from the Third Avenue lines to Yonkers received a setback yesterday, when Samuel Hoey, president of the joint committee of striking uniformed employees of the northern strikers, refused the proposed arbitration plan of the Mayors of Yonkers, New Rochelle and Mount Vernon. President Mahon, for the strikers of New York City, also refused a similar offer from Vice-President Edward Maher of the Third Avenue Railroad on the same grounds. The strikers said they would consider only a plan including the entire Third Avenue system. It is considered that the further enrollment of men into the union is the reason for refusal of separate agreements.

Former employees of the Yonkers Railroad were notified by a notice posted in the Yonkers car barns yesterday that the Travelers' Insurance Company had ceased payments on policies held by them under a group arrangement. Under the terms of these policies insurance was obtained as a condition of the railroad company paying part of the premiums. If the full premiums are paid by the holders the policies will be continued.

Optical Company Moves Plant.

Through efforts of the Mount Vernon Chamber of Commerce, resulting reduction of taxes from \$42,000 to \$25,000 for each of the next three years, the General Optical Company of New York City will move to Mount Vernon, occupying the buildings recently used by Max Ams, near the New Haven Railroad tracks. The optical company employs about 350.

Miss Wood to Aid Blind.

Miss Alice Irene Wood, of Montclair, N. J., whose verses have recently attracted wide attention, was yesterday appointed executive secretary of the New Jersey State Commission for the Blind. Miss Wood's "Battle Hymn," written for a Canadian regiment, has gained popularity in the British trenches.

Patrolman Quells Hospital Fire.

Prompt action by Patrolman Rapold in the Harlem Hospital, Lenox Avenue and 136th Street, last night prevented the spread of a fire in the clothes closet of the emergency ward. He directed the telephone operator to notify all the other wards and then extinguished the fire without calling the Fire Department. There was much smoke, but only \$25 of damage.

Falls Downstairs to Death.

James Ryan, forty-six, of 14 Evergreen Street, Bayonne, remained home from business yesterday because he felt ill. Early in the evening he started up the stairs to his room. When he reached the top he became weaker and pitched headlong down the stairs. He was dead when Dr. John T. Connelly arrived.

NEW YORK TELEPHONE CO.

"An abrupt answer
turneth away tele-
phone trade."

Unusual Values are now being offered in
Young Men's Suits
made of fancy woolen mixtures, marked, to
close out, at the reduced prices of
\$17.50, \$19.50, & \$23.50
The range of sizes in these Suits is not complete.
(Fourth Floor, Madison Avenue section)
Fifth Avenue, New York

KEY MEN GAIN WAGE INCREASE

N. Y. Central Telegraphers
Win Raise of 8 to 10
Per Cent.

SUCCEED IN FIGHT
FOR VACATIONS

Denied Exemption from Duty of
Flagging Trains at
Crossings.

Following three weeks of arbitration, more than 3,000 New York Central telegraphers, towermen and station agents were yesterday awarded increases in wages from 8 to 10 per cent, annual vacations, with full pay, of from seven to ten days, and double pay in certain divisions for all services performed on Sundays or holidays. The men were denied exemption from the duty of flagging trains at certain crossings, and also were refused extra pay for attending street gates, pumps and switch lamps.

In addition, 250 employees of the Nickel Plate Railroad were offered, receiving an 8 per cent increase and double pay for Sunday.

The Board of Arbitration, which acted under the Federal law known as the Newlands act, was composed of Harry K. Daugherty, attorney of Grove City, Penn., neutral arbitrator and chairman; E. J. Mahon, of San Francisco, vice-president of the Order of Railroad Telegraphers and W. J. Frapp, general manager of the New York Central Railroad.

No Lawyers in Case.

Public hearings were held at the Hotel Manhattan, and no lawyers were used by either side in presenting their cases.

H. B. Perham, veteran president of the Order of Railroad Telegraphers, was in charge of the employees' case, assisted by T. M. Pierson and a committee. T. W. Evans, of New York, and A. S. Ingalls, of Cleveland, assistant general managers of the New York Central, Eastern and West, handled the case for the company.

Employees affected will be under a uniform vacation rule, giving seven days' vacation with full pay, to all working more than nine hours a day who have been in the company's service for one year and ten days' vacation with pay for employees who have served three years working nine hours a day. Employees working nine hours or less a day will get vacations of seven days with pay after they have been in the service two years.

Arbitration Successful.

The telegraphers, through a committee, made demands for increased pay, vacations and overtime payment in excess of what was offered. The demands were rejected by the company. A meeting of the employees' committee and company officials was held in February, but no agreement was reached. The telegraphers' union officers set May 1 as the date for a general strike. The company responded by distributing strike-breaking employees along its lines to prevent a tie-up.

At this juncture the United States Board of Mediation and Conciliation at Washington sent Secretary G. W. W. Hanger here, who, after protracted efforts with the contending parties, succeeded in securing an agreement for arbitration, which was signed by both sides June 10. The hearings were arranged under the Federal law to commence July 6, the limit for a final award being set at August 7.

SAYS GIRLS CASHED BOND BEQUEATHED HIM

But They Declare Broker San-
ford Gave It to Them.

"The Mystery of the War Bond" might be the title of a story of adventure and mystery which began to unfold yesterday in Jefferson Market Court. The characters are Miss Eleanor A. Beebe and Miss Maude Richardson, alleged to have cashed the bond for \$1,000, and young Edward A. Sanford, of 31 Gramercy Park, who claims the paper is part of his father's \$200,000 estate, bequeathed to himself and his sister.

On July 9 the bond was delivered to Arnold Borden Sanford, Edward Sanford's father, from his New York broker. The next day Mr. Sanford died. The son went to his father's home, in New Rochelle, on July 11, he testified, where he found Miss Beebe and Miss Richardson, who described themselves as the elder man's secretaries. His demand for the \$1,000 furniture was met by a stanch refusal, he testified yesterday.

"I have been unable to learn from Miss Beebe or Miss Richardson anything concerning my late father's affairs," young Sanford testified yesterday. "Three separate requests that the war bond and my father's furniture be delivered to me were denied. When I recently met Miss Beebe in Nassau Street and presented her with a written request for the portion of the estate I believe she is concealing, she tore the written demand to shreds and threw it into the street."

After Sanford's story of the mystery had progressed for twenty minutes, Magistrate Patton adjourned the case until Wednesday. Miss Beebe denies disposal of the war bond constituted larceny, alleging it was given her by the late Mrs. Sanford for valuable services performed in his behalf.

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